From:	Fox & Hounds
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Fox&Hounds discusses and explains the confluence of politics and business in California through our blog, featuring opinion pieces written by leaders from across the state published daily. Read below to see what's new on the site today.

Howard Jarvis's Ghost
By Joel Fox

Gov. Jerry Brown told Republican legislators at a hearing on his gas tax and vehicle fee increase proposal that their opposition occurred because they were "haunted by the ghost of Howard Jarvis." It is the other way around. Howard Jarvis haunts Jerry Brown.
Jarvis, lead author and advocate for Proposition 13, the 1978 tax cutting initiative, has been a thorn in Brown's side for 40 years—with a couple exceptions, which we'll discuss in a moment.
Most Californians who read the history know that Brown, in his first term as governor, opposed Proposition 13. Once it passed Brown declared himself a born-again tax cutter and spent time trying to implement the measure as best he could. He said he was listening to the voters' wishes.

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A Transportation Deal That's Not Worth Debating
By Joe Mathews

Oh, the drama. Will Gov. Brown and the Democrats get enough votes to push forward taxes to pay for $5.2 billion annually in transportation?
Reaction: who cares?
$5.2 billion may sound like a lot of money. But it's a tiny fraction of what California needs to maintain its faltering transportation infrastructure. (For context, it cost $1.6 billion just to widen and improve a section of just one Los Angeles freeway, the 405, in recent years). And it's an even tinier fraction of what will be needed to transform our transportation so that a denser state has the transit and autonomous-vehicle-confirming roads it will need in the very near future.

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You can have infill housing or an unreformed CEQA , but not both
By Loren Kaye

If the question is housing affordability or greenhouse gas reductions, livable cities or infrastructure investment, then the answer often involves "infill housing."
Dense housing in communities with existing infrastructure is the holy grail for planners, environmentalists and many elected officials.
"Encouraging new housing development in infill areas would spur economic growth, reduce monthly household costs, and cut greenhouse gas emissions, keeping the state on track to achieving its climate goals." – Next 10
"We identified physical capacity to add more than five million units in (California) "housing hot spots." – McKinsey Global Institute

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Can Jerry Brown Rally Dems In Legislature For $54 Billion In New Taxes?

By Jon Fleischman

California Governor Jerry Brown is on the eve of a self-appointed April 6 deadline to push what he has titled the Road Repair and Accountability Act of 2017, which seeks to impose new gasoline taxes and car registration fees to bring in an estimated $52.4 billion in increased tax revenues over the next decade alone.
Even with the strong support of State Senate President Kevin de León (D-Los Angeles) and Assembly Speaker Anthony Rendon (D-Paramount), Brown is finding it a tall order to rally all of the Democrats in the legislature to support his controversial plan.
In the last election, Democrats picked off enough GOP legislators to gain supermajorities in both legislative chambers. But it will require the votes of essentially every Democrat to pass the taxes in the plan, which under the California Constitution require a two-thirds vote.

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California: The Republic of Climate
By Joel Kotkin

Gov. Jerry Brown, center, flanked by Senate President pro tempore Kevin de Leon, D-Los Angeles, right, and Assemblyman Eduardo Garcia, D-Coachella, left, speaks during a news conference prior to signing legislation in Los Angeles on Thursday, Sept. 8, 2016. AP Photo/Richard Vogel
To some progressives, California's huge endorsement for the losing side for president reflects our state's moral superiority. Some even embrace the notion that California should secede so that we don't have to associate with the "deplorables" who tilted less enlightened places to President-elect Donald Trump. One can imagine our political leaders even inviting President Barack Obama, who reportedly now plans to move to our state, to serve as the California Republic's first chief executive.

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